

May 17, 2021

**BY ELECTRONIC MAIL**

Luly E. Massaro, Commission Clerk  
Rhode Island Public Utilities Commission  
89 Jefferson Boulevard  
Warwick, RI 02888

**RE: Docket 4996 – FY2021 Gas Infrastructure, Safety, and Reliability Plan  
Quarterly Update – Fourth Quarter Ending March 31, 2021**

Dear Ms. Massaro:

On behalf of National Grid,<sup>1</sup> I have enclosed an electronic version of the Company's fiscal year (FY) 2020 Gas Infrastructure, Safety, and Reliability (ISR) Plan quarterly update for the fourth quarter ending March 31, 2021.<sup>2</sup>

Pursuant to the provisions of the approved FY 2018 Gas ISR Plan, the Company committed to providing quarterly updates on the progress of its Gas ISR program to the Rhode Island Public Utilities Commission and the Rhode Island Division of Public Utilities and Carriers.

Thank you for your attention to this matter. If you have any questions, please contact me at 781-907-2121.

Very truly yours,



Raquel J. Webster

Enclosures

cc: Docket 4996 Service List  
Leo Wold, Esq.  
John Bell, Division  
Al Mancini, Division

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<sup>1</sup> The Narragansett Electric Company d/b/a National Grid (National Grid or the Company).

<sup>2</sup> Per Commission counsel's update on October 2, 2020, concerning the COVID-19 emergency period, the Company is submitting an electronic version of this filing followed by five (5) hard copies filed with the Clerk within 24 hours of the electronic filing.

Certificate of Service

I hereby certify that a copy of the cover letter and any materials accompanying this certificate was electronically transmitted to the individuals listed below.

The paper copies of this filing are being hand delivered to the Rhode Island Public Utilities Commission and to the Rhode Island Division of Public Utilities and Carriers.



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Joanne M. Scanlon

May 17, 2021  
Date

**Docket No. 4996 - National Grid's FY 2021 Gas Infrastructure, Safety and Reliability (ISR)  
Plan - Service List 1/7/2020**

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## **Fiscal Year 2021 Gas Infrastructure, Safety, and Reliability Plan**

### **The Narragansett Electric Company**

### **Fiscal Year 2021 Quarterly Update**

### **Fourth Quarter - Ending March 31, 2021**

#### **Executive Summary**

Fiscal year (FY) 2021 Gas Infrastructure, Safety, and Reliability (ISR) results through the fourth quarter (Attachment A) reflect that the Company<sup>1</sup> has spent approximately \$122.40 million of an annual budget of \$155.54 million, resulting in a fiscal year (FY) underspending variance of \$33.13 million. This spending does not include the Southern Rhode Island Gas Expansion Project. The spend through the fourth quarter includes actual spending of \$29.46 million out of an annual budget of \$39.30 million for Non-Discretionary work, resulting in a fiscal year underspending variance of \$9.84 million. In addition, the spend through the fourth quarter includes actual spending of \$92.95 million of an annual budget of \$104.32 million on Discretionary work, resulting in a fiscal year underspending variance of \$11.38 million. The \$122.40 of actual spend represents approximately 79 percent of the total FY 2021 annual Gas ISR budget of \$155.54 million (including \$11.91 million for incremental costs), resulting in an approximate 21 percent underspending variance for the fiscal year. The COVID-19 Pandemic (Pandemic) is the primary driver of the underspend for the Public Works, Mandated, Proactive Main Replacement, Proactive Service Replacement, and Reliability programs. A summary of budget to actual spending is provided in Attachment A. Additional details supporting the budget to actual spending are provided in Attachment B. In the sections below, the Company explains in more detail the fiscal year spending for each category.

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<sup>1</sup> The Narragansett Electric Company d/b/a National Grid (National Grid or the Company).

FY 2021 Gas ISR results through the fourth quarter (Attachment A) reflect that the Company has spent \$41.76 million of an annual budget of \$41.76 million (including \$2.61 million for incremental paving) for the Southern Rhode Island Gas Expansion Project (Gas Expansion Project). This results in a fiscal year underspending variance of \$1.32 million, or an approximate 3 percent underspending variance. Fiscal year results (Attachment B) reflect that the Company spent approximately \$40.57 million for Construction – Pipeline compared to an annual budget of \$41.36 million (including \$2.57 million for incremental paving), resulting in a fiscal year underspending variance of \$0.80 million. Fiscal year results also reflect that the Company spent approximately \$0.73 million for the Other Upgrades/Investments category, resulting in fiscal year overspending variance of \$0.23 million. Additionally, fiscal year results reflect that the Company spent approximately \$0.46 million for the Regulator Station Investment category, resulting in a fiscal year underspending variance of \$0.75 million.

Note, the Company is continuing to review the new requirements for Plant-in-Service based on the Public Utility Commission (PUC)'s order in Docket No. 5099, which requires the Company to align the calculation of its Gas ISR revenue requirement with the Electric ISR. The Company's FY 2021 reconciliation filing will address the implementation of the new requirement.

**FY 2021 Capital Spending by Category**

***Non-Discretionary Work<sup>2</sup>***

***Public Works Program – \$4.91 million variance to fiscal year budget***

For FY 2021, the Company spent \$12.45 million, net reimbursements, against an annual budget of \$17.37 million for the Public Works program, resulting in a variance of \$4.91 million less than budget. The Non-Reimbursable sub-category spent \$13.46 million against a fiscal year budget of \$17.37 million, resulting in a variance of \$3.91 million less than budget. For FY 2021, the Company installed 9.9 miles of the 13.0 miles planned for new gas main and has abandoned 5.4 miles of the 13.0 miles of planned leak-prone pipe for the Public Works program. The Pandemic impacted the Company's ability to complete meter service work because this type of work is customer facing and typically includes relighting equipment and appliances inside buildings after the transfer to the new service line and meter set has been completed. The limitations on meter service work impacted the Company's ability to abandon leak-prone pipe. Although service work resumed in the second quarter, the Company was unable to achieve the fiscal year abandonment target for FY 2021. For FY 2021, the Public Works Program incurred costs of \$0.56 million related to Professional Engineer (PE) Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section. Significant projects completed during the year include the Manville Bridge project (installed 385 feet and abandoned 309 feet) and multiple relays located within Providence Water Work Areas: Cranston Auburn Project Area (Installed 1,362 feet and abandoned 1,095 feet), North Providence Marieville Project Area (Installed 5,998 feet and in progress as of 3/2021) and Providence Blackstone Area (Installed 5,384 and in progress as of March 31, 2021). The FY 2021 cost details for Public Works is provided in the table below.

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<sup>2</sup> Non-Discretionary programs include projects that are required by legal, regulatory code, and/or agreement, or are the result of damage or failure, with limited exceptions.

<b>Public Works</b>		
<b>Category</b>	<b>FY 21 Actuals</b>	<b>% of Total Spend</b>
Base Labor, Overtime, Employee Expenses	\$1,190,124	8%
Benefits	\$764,330	5%
Clearing Burdens	\$2,617,531	18%
Contractor/Consultants	\$7,173,072	51%
Restoration/Police/Permits	\$1,475,561	10%
Materials	\$1,037,688	7%
Other	(\$109,152)	-1%
Subtotal	\$14,149,154	100%
City State Construction Reimbursements	(\$1,694,800)	

***Mandated Programs – \$4.68 million variance to budget***

For FY 2021, the Company spent a net of \$17.00 million, net prior year write-offs of \$1.21 million, against a fiscal year budget of \$21.68 million for Mandated Programs, resulting in a variance of \$4.68 million less than budget. The primary driver of the underspending is a lower number of Reactive Leaks and Reactive Service Replacements than planned. An additional driver of the underspending is lower volumes of work than planned for the Transmission Station Integrity program. The majority of this work has been deferred until FY 2022. This deferral of the Transmission Station integrity work is due to the pausing of the associated physical records review at the start of the Pandemic. The underspend was partially offset by overspending in the Reactive Main Replacement – Maintenance category. Additionally, the Purchase Meters program was over budget by approximately \$0.28 million because the purchase of approximately 9,000 meters for FY 2022 was advanced into FY 2021 before a FY 2022 price increase with the meter supplier went into effect.

The FY 2021 budget also included \$4.08 million for Incremental Paving for Patches which was primarily associated with the Mandated Programs. The costs of the patches were tracked directly in the associated ISR categories. Through the close of FY 2021, Central Falls, Woonsocket and

Providence have each required some version of larger patch sizes and the City of Pawtucket required curb-to-curb patches on roads that had a five-year moratorium.

For FY 2021, the Mandated Programs incurred costs of \$0.12 million related to PE Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section.

***Damage/Failure Reactive Program – \$0.25 million variance to budget***

For FY 2021, the Company spent \$0 of a fiscal year budget of \$0.25 million for the Damage/Failure Reactive program, resulting in an under-budget variance of \$0.25 million. The Company did not experience any reactive projects that qualified for this program in FY 2021.

***Discretionary Work<sup>3</sup>***

***Proactive Main Replacement Program – \$0.39 million under-budget variance***

For FY 2021, the Company spent approximately \$67.34 million of a fiscal year budget of \$67.73 million (excluding incremental paving) for the Proactive Main Replacement programs, resulting in a variance of approximately \$0.39 million less than budget. Including incremental paving, the fiscal year budget for this category would be approximately \$73.33 million, which would result in a fiscal year variance of approximately \$5.99 million less than budget. In FY 2021, within the Proactive Main Replacement categories, the Company installed 45.1 miles of new main against a plan of 42.9 miles. The Company abandoned 23.4 miles of leak-prone pipe out of a plan for 48.0 miles. As noted above in the Public Works section, the Pandemic impacted the Company's ability to complete portions of the meter service work associated with main replacement work, which ultimately prevented the Company from abandoning some segments of the existing main because it was still serving customers. The chart below lists the FY 2021 installed and abandoned mileage of leak prone pipe across each category. In FY 2021, the

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<sup>3</sup> Discretionary programs are not required by legal, regulatory code, or agreement, or a result of damage or failure, with limited exceptions.

Proactive Main Replacement programs incurred costs of \$1.67 million related to PE Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section.

FY21	Abandonment		Installation	
Program	Target	Actual	Target	Actual
<b>CSC</b>	13.0	5.4	13.0	9.9
<b>MRP</b>	48.0	23.4	42.9	45.1
<b>Reliability</b>	-	0.2	-	2.2
<b>Reinforcement (Non-ISR Spend)</b>	1.0	1.1	-	-
<b>Total</b>	<b>62.0</b>	<b>30.1</b>	<b>55.9</b>	<b>57.2</b>

The FY 2021 ISR Plan included a budget of \$5.60 million for Incremental Paving – Main Installation, which was funding for the anticipated cost increases associated with the new 2019 Rhode Island Utility Fair Share Roadway Repair Act (Curb-to-Curb Paving Law). All paving costs were captured in the standard ISR program categories with which the final restoration paving was associated (i.e. Proactive Main Replacement – Leak Prone Pipe). The final paving restoration requirements for projects in FY 2021 varied by project and municipality, including some projects where the paving requirements were set in calendar year 2019, prior to some municipalities implementing new curb-to-curb paving requirements. The Company has reviewed all paving completed for municipalities that required curb-to-curb paving in FY 2021 along with their associated costs and then estimated what the costs would have been relative to the requirements prior to enactment of the Curb-to-Curb Paving. The chart below provides a summary of the analysis and shows that an estimated \$1.17 million was spent on Incremental Curb-to-Curb paving for final restoration of main installation in FY 2021.

**Through March 31, 2021**

The municipalities in the table below required curb-to-curb paving in FY 2021. This table sums paving cost estimates for all paving work completed in FY 2021 prior to when the curb-to-curb paving law was enacted (pre-curb-to-curb paving law) and after the curb-to-curb paving law was enacted (post curb-to-curb paving law) in each town.

Town*	Estimate Paving Cost Pre-Curb-to-Curb Paving Law	Estimated Paving Cost Post-Curb-to- Curb Paving Law	Incremental Paving Cost Post-Curb-to- Curb Paving Law
Bristol	\$101,537	\$308,467	\$206,930
Cranston	\$181,157	\$550,349	\$369,193
Johnston	\$58,071	\$176,419	\$118,348
Lincoln	\$51,810	\$157,397	\$105,587
North Kingstown	\$125,356	\$380,828	\$255,472
North Providence	\$639	\$1,941	\$1,302
Providence	\$36,185	\$109,928	\$73,743
Woonsocket	\$17,880	\$54,320	\$36,440
<b>Grand Total</b>	<b>\$572,635</b>	<b>\$1,739,649</b>	<b>\$1,167,015</b>

\* The following municipalities also currently require curb-to-curb paving but incurred no incremental paving costs as a result of the curb-to-curb paving law in FY21: Central Falls, Coventry, Cumberland, East Providence, Pawtucket, Warwick, and West Warwick.

The Atwells Avenue – Segments 1A and 1B main installation were completed ahead of the original schedule, which was projected to extend into the Fall of calendar year 2020. For FY 2021, the project was over-budget by \$0.53 million because the scope of work for the project was expanded to include replacing gas services inside DePasquale Square, which is located in the center of Federal Hill and is home to several restaurants during a time when indoor dining was restricted due to the Pandemic. The scope of work for the project was also expanded slightly to replace services on several side streets that intersect with Atwells Avenue. Final restoration related to Segment 2 was completed in the third quarter of FY 2021. The Company is

working with the City of Providence regarding final restoration plans for Segments 1A and 1B, which is anticipated to be completed in FY 2022.

For the Proactive Main Replacement – Large Diameter LPCI Program, the Company spent approximately \$1.42 million of a fiscal year budget of \$3.40 million, resulting in a variance of \$1.98 million less than budget. Cast Iron Sealing Robot (CISBOT) projects were deferred for FY 2021 due to the Pandemic which impacted the Company’s ability to complete the associated service work. The Cast Iron Lining (CI Lining) projects also experienced delays due to the Pandemic which impacted the Company’s ability to complete the associated service work. Additionally, the lining project planned for Blackstone Street in Providence was deferred to eliminate potential impact to hospitals in the project area during the Pandemic. This deferral is also a contributing factor in the FY 2021 underspend. For FY 2021, CI Lining field work has been completed on the Bucklin Street project in Providence, with final restoration planned for late Spring (FY 2022). In FY 2021, there has also been some final development for the Moore Street project in Providence which will be constructed in FY 2022. Lining construction for the Russell Street project in Providence has been deferred until FY 2023. Therefore, the development work will now primarily occur in FY 2022 instead of in FY 2021.

The Proactive Main Replacement cost detail for FY 2021 is provided in the table below:

<b>Proactive Main Replacement</b>		
<b>Category</b>	<b>FY 21 Actuals</b>	<b>% of Total Spend</b>
Base Labor, Overtime, Employee Expenses	\$4,248,184	6%
Benefits	\$2,637,933	4%
Clearing Burdens	\$12,351,540	18%
Contractor/Consultants	\$36,411,306	54%
Restoration/Police/Permits	\$7,485,514	11%
Materials	\$4,206,749	6%
Other	(\$4,691)	0%
<b>Total</b>	<b>\$67,336,535</b>	<b>100%</b>

***Reliability Programs – \$10.88 million underspending variance***

For FY 2021, the Company spent \$25.37 million of a fiscal year budget of \$36.25 million for Reliability programs, resulting in a variance of \$10.88 million less than budget for this category. Several categories contribute to the underspending, but the primary driver in all underspent categories is work delays due to the Pandemic. First, the LNG category was underspent due primarily to Pandemic related travel restrictions that caused delays on the Exeter LNG project sub-categories and ultimately caused a portion of FY 2021 planned work to be deferred until FY 2022. The FY 2022 proposed budget currently incorporates the impact of the FY 2021 deferred work. Second, the Pressure Regulating Facilities category experienced program-wide initial delays due to the Pandemic. The Company also had easement issues at two project locations, one location having two stations, therefore delaying three projects overall. (Park Avenue at Old Park Avenue in Cranston and two stations at Willet Avenue at Forbes Street in East Providence). In addition, there were permitting issues that affected two stations in Newport (Wellington Avenue and Thames Street LP and HP). The overall impact of the Pandemic, the easement issues and permitting issues, was ultimately the deferral of five pressure regulating station replacements into future years. The Pressure Regulating Facilities category also includes the secondary bypass valve installation work. Installations were completed at two stations; one in Providence (Ives Street at Trenton Street) and the second in East Providence (Martin Street at Dodge Street). Six additional projects were deferred to FY 2022 and four of those six are shovel ready for FY 2022. The third category that drove underspending was the Distribution Station Over Pressure Protection category, which experienced delays due to the Pandemic and had a fiscal year underspending variance of \$2.26 million. In addition, relief valve siting was delayed due to process safety restrictions regarding setback requirements, including distances from building and sidewalks, which were identified during the preliminary survey and design stages. Those setback requirements are now better understood and are incorporated into the current and future processes used to select relief valve locations. The fourth category that drove underspending was the Replace Pipe on Bridges category. This category was underspent by \$1.51 million

mainly because the Rhode Island Department of Transportation (RIDOT) deferred the Goat Island bridge project, which RIDOT may now reconstruct in FY 2023 or 2024. The fifth category that drove underspending was the Gas System Reliability category, which was partially underspent because most of the budgeted station work for the Wood at Woodlawn regulator station project in Bristol was completed in FY 2020. In addition, there were design challenges associated with the East Providence 35 psig distribution system downrating. The sixth category that contributed to the underspend was the Take State Refurbishment category, which was partially underspent because the scope of work for the planned Scott Road (Cumberland) project was changed to a station replacement that will begin development in FY 2022. Take Station work was completed at the Lincoln Gate Station, Diamond Hill (Cumberland), and a third layer of overpressure protection was installed at the Portsmouth Gate Station. The Company also spent \$0.14 million on the Aquidneck Island Long Term Capacity Options category; however, in accordance with the PUC's Order in Docket 5099 regarding the FY 2022 Gas ISR, the Company will exclude this spending from the revenue requirements proposed in the FY 2021 reconciliation process. Additionally, the Company spent \$0.15 million of the ISR approved budget of \$0.20 million on the Cumberland LNG Tank Replacement Project. This spending will also be excluded from the FY 2021 revenue requirement proposed in the FY 2021 reconciliation process. The underspending in several reliability categories was partially offset by the fiscal year overspend of \$3.46 million for Allens Avenue Multi Station Rebuild project for items such as a chromatograph enclosure/sulfur analyzer and environmental dewatering and oversight. The project achieved some major milestones in FY 2021 with the 200 to 99-pound building on the Allens Avenue property now operational (commissioned), this is the major gas interchange of the project. Additionally, as part of this project, two new regulator stations in Providence were tied-in during FY 2021 (Melrose Street at Thackery Street and Allens Avenue at Georgia Avenue) and a third pre-fabricated regulator station (Ontario Street at Niagara Street) was installed, piping was completed, and is scheduled to be tied-in during the Spring of FY 2022. In FY 2021, the

Reliability programs incurred costs of approximately \$0.27 million related to PE Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section.

***Incremental Costs – Professional Engineer Stamp***

The FY 2021 ISR Plan includes a fiscal year budget of \$1.52 million to fund new Professional Engineer Stamp requirements. The State of Rhode Island has implemented new statutory requirements to have natural gas infrastructure design plans and specifications approved by a Rhode Island registered Professional Engineer when the work could post a material risk to public safety. The actual spend for PE Stamps is tracked directly in the applicable ISR cost categories. For FY 2021, the total incurred costs to complete 267 PE Stamps was \$2.67 million. Details of the spending by category is listed in the chart, below.

<b>Category</b>	<b>Actual Cost FY 2021 \$(000)</b>
CSC/Public Works - Non-Reimbursable	\$501
CSC/Public Works - Reimbursable	\$63
Corrosion	\$65
Service Replacements (Reactive) - Non-Leaks/Other	\$19
Main Replacement (Reactive) - Maintenance	\$32
Main Replacement (Proactive) - Leak Prone Pipe	\$1,641
Main Replacement (Proactive) - Large Diameter LPCI Program	\$2
Service Replacements (Proactive)	\$10
Atwells Avenue	\$31
Heater Installation Program	\$8
Pressure Regulating Facilities	\$67
Aquidneck LNG-Portable LNG Relo	\$36
Valve Installation/Replacement	\$86
Gas System Reliability	\$14
Replace Pipe on Bridges	\$7
Access Protection Remediation	\$56
Southern RI Gas Expansion - Pipeline	\$32
<b>Total</b>	<b>\$2,671</b>

**FY 2021 Southern Rhode Island Gas Expansion Project Spending by Category**

***Construction***

***Pipeline – \$0.80 million underspending variance***

For FY 2021, the Company spent approximately \$40.57 million for Construction – Pipeline compared to an annual budget of \$41.36 million (including \$2.57 million for incremental paving), resulting in a variance of \$0.80 million less than budget. Through the end of FY 2021, the Company installed approximately 10,800-feet of pipe, which is approximately 96% of the 11,200-feet planned for Phase 2; the remaining footage and tie-ins were installed and hydrotested in April 2021 (FY 2022). The project gassed in 6,600 feet of the planned 11,200 feet by November 1, 2020, which exceeded the minimum gas in footage required to meet the winter demand. The 6,600 feet of gas pipe lead up to the starting location of Horizontal Directional Drill 1 (HDD1). The HDD1 drilling began in July 2020. The Company encountered extensive ledge during the drilling which delayed the completion of the full scope of HDD1 work. Despite the project delay, the Company was able to gas in the available 6,600 feet of main needed to meet winter demand requirements. The sections of HDD1 footage which were installed but not gassed in was capped along with another section of pipe located south of HDD1; these sections of pipe will be connected to the main line pipe and gassed in during FY 2022. Through the end of the fourth quarter, the Company also installed approximately 2,400-feet of pipe of the 2,800-foot planned for Phase 3, which included the main footage for HDD2; the remaining footage and tie-ins were also installed and hydrotested in April 2021 (FY 2022). Pipeline cost detail for FY 2021 is provided in the table below:

<b>Pipeline</b>		
<b>Category</b>	<b>FY 21 Actuals</b>	<b>% of Total Spend</b>
Base Labor, Overtime, Employee Expenses	\$948,494	2%
Benefits	\$496,642	1%
Clearing Burdens	\$8,177,823	20%
Contractor/Consultants	\$27,994,818	69%
Materials	\$2,631,464	6%
Other	\$318,512	1%
<b>Total</b>	<b>\$40,567,753</b>	<b>100%</b>

***Other Upgrades/Investments***

***Maximum Operating Pressure (MOP) Project, Launcher/Receiver, Installation of Remote Operating Valve (ROV) – \$0.23 million overspending variance***

For FY 2021, the Company spent \$0.73 million of a fiscal year budget of \$0.50 million (including \$0.05 million for incremental paving) for the Other Upgrades/Investments category, resulting in a variance of \$0.23 million greater than budget for this category. MOP field investigations were completed at two dig sites during the first quarter, and field investigations were completed at the Cranston Take Station in the second quarter. Repairs to the pipeline will be completed in the spring at two locations as the result of leak survey results, and those repair costs will be tracked under the Mandated program category. Results of the MOP testing have been evaluated, and the pressure increase to 200 pounds per square inch gauge (psig) is on track to be completed in FY 2022. Other Upgrade/Investments cost detail for FY 2021 is provided in the table below:

<b>Other Upgrades/Investments</b>		
<b>Category</b>	<b>FY 21 Actuals</b>	<b>% of Total Spend</b>
Base Labor, Overtime, Employee Expenses	\$90,817	13%
Benefits	\$47,640	7%
Clearing Burdens	\$151,098	21%
Contractor/Consultants	\$449,608	62%
Materials	\$19,144	3%
Other	(\$33,064)	-5%
<b>Total</b>	<b>\$725,243</b>	<b>100%</b>

***Regulator Station Investment***

***Upgrades to Cranston Take Station, Cowesett Regulator Station, and New Regulator Station – \$0.75 million underspending variance***

For FY 2021, the Company spent \$0.46 million of a fiscal year budget of \$1.21 million for the Regulator Station Investment category, resulting in a variance of \$0.75 million less than budget for this category. In the second and third quarter, the Company continued engineering and field investigation work related to the Cowesett Regulator Station, but during FY 2022 budgeting process, a decision was made to defer the field work until FY 2023 and thus the FY 2021 planned purchase of materials was deferred until FY 2022. Regulator Station Investment cost detail for FY 2021 is provided in the table below:

<b>Regulator Station Investment</b>		
<b>Category</b>	<b>FY 21 Actuals</b>	<b>% of Total Spend</b>
Base Labor, Overtime, Employee Expenses	\$85,007	18%
Benefits	\$41,804	9%
Clearing Burdens	\$105,549	23%
Contractor/Consultants	\$114,511	25%
Materials	\$115,874	25%
Other	(\$685)	0%
<b>Total</b>	<b>\$462,060</b>	<b>100%</b>

Attachment A  
RIPUC Docket 4996  
FY 2021 Gas Infrastructure, Safety, and Reliability Plan  
FY 2021 Quarterly Update

**Attachment A - Summary**

**The Narragansett Electric Company  
d/b/a National Grid - RI Gas  
Capital Spending by Investment Categories - Summary  
FY 2021 through March 31, 2021  
(\$000)**

Categories	FYTD		
	Budget	Actual	Variance
<b>NON-DISCRETIONARY</b>			
Public Works <sup>1</sup>	\$17,368	\$12,454	(\$4,914)
Mandated Programs	\$21,684	\$17,003	(\$4,681)
Damage / Failure (Reactive)	\$249	\$0	(\$249)
<b>NON-DISCRETIONARY TOTAL</b>	<b>\$39,301</b>	<b>\$29,458</b>	<b>(\$9,843)</b>
<b>DISCRETIONARY</b>			
Proactive Main Replacement	\$67,729	\$67,337	(\$392)
Proactive Service Replacement	\$350	\$240	(\$110)
Reliability	\$36,246	\$25,370	(\$10,876)
<b>SUBTOTAL DISCRETIONARY (Without Gas Expansion)</b>	<b>\$104,325</b>	<b>\$92,946</b>	<b>(\$11,378)</b>
Southern RI Gas Expansion Project	\$40,460	\$41,755	(\$581)
<b>DISCRETIONARY TOTAL (With Gas Expansion)</b>	<b>\$144,785</b>	<b>\$134,702</b>	<b>(\$10,083)</b>
<b>CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)</b>	<b>\$143,626</b>	<b>\$122,404</b>	<b>(\$21,222)</b>
<b>CAPITAL ISR TOTAL (With Gas Expansion)</b>			
Budget does not include incremental paving associated with new RI Paving Law or PE Stamps	<b>\$184,086</b>	<b>\$164,159</b>	<b>(\$19,927)</b>
Incremental Costs <sup>2</sup>	\$14,526	\$0	(\$14,526)
<b>CAPITAL ISR TOTAL (with Gas Expansion, PE Stamps, and Incremental Paving)</b>	<b>\$198,612</b>	<b>\$164,159</b>	<b>(\$34,453)</b>

( ) in Variance column denotes an underspend

1. Public Works Program includes reimbursements which will be credited as received throughout the year.

2. The actual costs for incremental costs are included within the applicable ISR categories that incur the costs, above.

Attachment B  
RIPUC Docket 4996  
FY 2021 Gas Infrastructure, Safety, and Reliability Plan  
FY 2021 Quarterly Update

Attachment B - Breakout

**The Narragansett Electric Company  
d/b/a National Grid - RI Gas  
Capital Spending by Investment Categories - Detail  
FY 2021 through March 31, 2021  
(\$000)**

Categories	FYTD		
	Budget	Actual	Variance
<b>NON-DISCRETIONARY</b>			
<b>Public Works</b>			
CSC/Public Works - Non-Reimbursable	\$17,368	\$13,456	(\$3,912)
CSC/Public Works - Reimbursable	\$1,403	\$693	(\$710)
CSC/Public Works - Reimbursements	(\$1,403)	(\$1,695)	(\$292)
<b>Public Works Total</b>	<b>\$17,368</b>	<b>\$12,454</b>	<b>(\$4,914)</b>
<b>Mandated Programs</b>			
Corrosion	\$1,166	\$2,141	\$975
Purchase Meters (Replacements)	\$4,852	\$5,129	\$277
Reactive Leaks (CI Joint Encapsulation/Service Replacement)	\$12,280	\$7,510	(\$4,770)
Service Replacements (Reactive) - Non-Leaks/Other	\$2,096	\$1,053	(\$1,043)
Main Replacement (Reactive) - Maintenance (incl Water Intrusion)	\$680	\$1,119	\$439
Transmission Station Integrity	\$610	\$43	(\$567)
Other Mandated	\$0	\$9	\$9
<b>Mandated Total</b>	<b>\$21,684</b>	<b>\$17,003</b>	<b>(\$4,681)</b>
<b>Damage / Failure (Reactive)</b>			
Damage / Failure (Reactive)	\$249	\$0	(\$249)
<b>NON-DISCRETIONARY TOTAL</b>	<b>\$39,301</b>	<b>\$29,458</b>	<b>(\$9,843)</b>
<b>DISCRETIONARY</b>			
<b>Proactive Main Replacement</b>			
Main Replacement (Proactive) - Leak Prone Pipe	\$59,250	\$60,305	\$1,055
Main Replacement (Proactive) - Large Diameter LPCI Program	\$3,398	\$1,419	(\$1,979)
Atwells Avenue	\$5,081	\$5,612	\$531
<b>Proactive Main Replacement Total</b>	<b>\$67,729</b>	<b>\$66,909</b>	<b>(\$820)</b>
<b>Proactive Service Replacement</b>			
<b>Proactive Service Replacement Total</b>	<b>\$350</b>	<b>\$240</b>	<b>(\$110)</b>
<b>Reliability</b>			
Gas System Control	\$118	\$19	(\$99)
System Automation	\$1,252	\$966	(\$286)
Heater Installation Program	\$2,961	\$2,616	(\$345)
Pressure Regulating Facilities	\$7,849	\$4,345	(\$3,504)
Allens Ave Multi Station Rebuild	\$6,200	\$9,664	\$3,464
Take Station Refurbishment	\$995	\$380	(\$615)
Valve Installation/Replacement (incl Storm Hardening & Middletown/Newport)	\$676	\$430	(\$246)
Gas System Reliability	\$2,371	\$556	(\$1,815)
I&R - Reactive	\$1,392	\$1,546	\$154
Distribution Station Over Pressure Protection	\$3,636	\$1,379	(\$2,257)
LNG	\$6,433	\$2,789	(\$3,644)
Aquidneck Island Long Term Capacity Options	\$0	\$140	\$140
Replace Pipe on Bridges	\$1,500	(\$13)	(\$1,513)
Access Protection Remediation	\$260	\$71	(\$189)
Tools & Equipment	\$603	\$482	(\$121)
<b>Reliability Total</b>	<b>\$36,246</b>	<b>\$25,370</b>	<b>(\$10,876)</b>
<b>SUBTOTAL DISCRETIONARY (Without Gas Expansion)</b>	<b>\$104,325</b>	<b>\$92,946</b>	<b>(\$11,378)</b>
<b>Southern RI Gas Expansion Project</b>			
Pipeline	\$38,798	\$40,568	\$1,770
Other Upgrades/Investments	\$451	\$725	\$274
Regulator Station Investment	\$1,211	\$462	(\$749)
<b>Southern RI Gas Expansion Project Total</b>	<b>\$40,460</b>	<b>\$41,755</b>	<b>\$1,295</b>
<b>DISCRETIONARY TOTAL (With Gas Expansion)</b>	<b>\$144,785</b>	<b>\$134,702</b>	<b>(\$10,083)</b>
<b>CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)</b>	<b>\$143,626</b>	<b>\$122,404</b>	<b>(\$21,222)</b>
<b>CAPITAL ISR TOTAL (With Gas Expansion)</b>			
Budget does not include incremental paving associated with new RI Paving Law or PE Stamps	\$184,086	\$164,159	(\$19,927)
<b>Incremental Costs<sup>1</sup></b>			
PE Stamps	\$1,515	\$0	(\$1,515)
Incremental Paving - Main Installation	\$5,596	\$0	(\$5,596)
Incremental Paving - Patches	\$4,801	\$0	(\$4,801)
Incremental Paving - Southern RI Gas Expansion	\$2,614	\$0	(\$2,614)
<b>Incremental Costs Total</b>	<b>\$14,526</b>	<b>\$0</b>	<b>(\$14,526)</b>
<b>CAPITAL ISR TOTAL (with Gas Expansion, PE Stamps, and Incremental Paving)</b>	<b>\$198,612</b>	<b>\$164,159</b>	<b>(\$34,453)</b>

( ) in Variance column denotes an underspend

1. The actual costs for incremental costs are included within the applicable ISR categories that incur the costs, above.